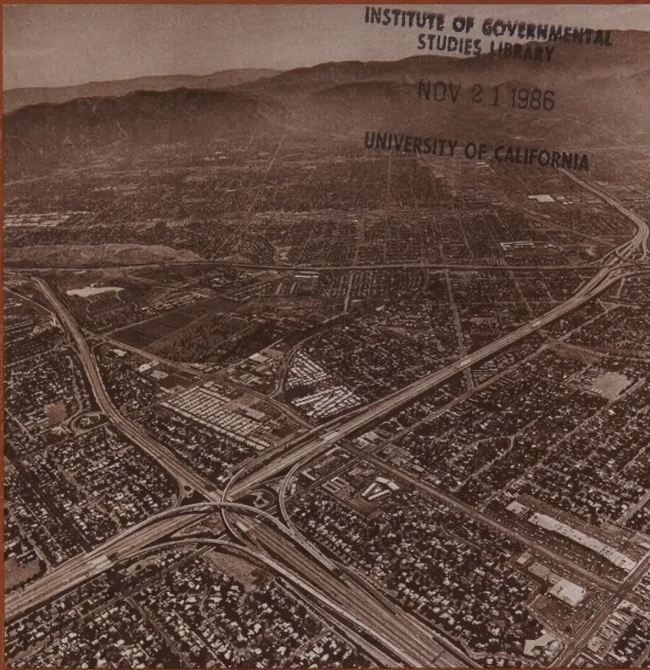
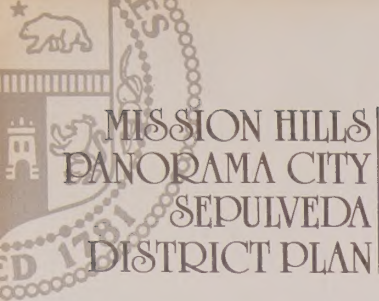




MISSION HILLS-PANORAMA CITY-SEDULVEDA DISTRICT PLAN

A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES.





THIS DISTRICT PLAN IS A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES. IT CONSISTS OF THIS TEXT AND THE ACCOMPANYING "PLAN MAP"



PURPOSES

USE OF THE PLAN

The purpose of the Mission Hills-Panorama City-Sepulveda District Plan is to provide an official guide to the future development of the district for the use of the City Council, the Mayor, the City Planning Commission; other concerned governmental agencies, residents, property owners and businessmen of the District; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various City development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the District, within the larger framework of the City; guide the development, betterment and change of the District to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

This Plan proposes **approximate** locations and dimensions for land use. Development may vary slightly from the Plan provided the total acreage of each type of land use, the land use intensities and the physical relationships among the various land uses are not altered.

The Plan is **not** an official **zone map** and while it is a guide it **does not** imply any implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years in the future, it designates conditionally more land in some areas for different zones and land uses than may be desirable for many years.

This Plan is subject to review and amendment within five years, to reflect changes in circumstances.

OBJECTIVES OF THE PLAN

1. To coordinate the development of Mission Hills-Panorama City-Sepulveda District with that of other parts of the City of Los Angeles and the metropolitan area.
2. To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2005.

3. To make provision for housing as is required to satisfy the varying segments of the district, maximizing the opportunity for individual choice.

To encourage the preservation and enhancement of the varied and distinctive residential character of the District.

4. To promote economic well-being and public convenience through:
 - a. allocating and distributing commercial lands for retail, service and office facilities in quantities and patterns based on accepted planning principles and standards.
 - b. designating land for industrial development that can be so used without detriment to adjacent uses of other types and imposing restrictions on the types and intensities of industrial uses as are necessary to this purpose.
5. To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development.
6. To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.
7. To encourage the preservation of open space for recreational uses, for the enjoyment of both local residents and persons throughout the Los Angeles region.
8. To improve the aesthetic environment of the district through the development and application of appropriate design criteria.

POLICIES

The Mission Hills-Panorama City-Sepulveda District Plan has been designed to accommodate the anticipated growth in population and employment in the District to the year 2005. The Plan does not seek to promote nor to hinder growth; rather it accepts the likelihood that growth will take place and must be provided for.

The Plan encourages the preservation of low density single-family residential areas, the conservation of open space lands and concentration of commercial and residential development in proximity to Panorama City Center. This Center will continue

to be the focal point of retail commercial, office and multiple-residential development taking place in the District. New growth in the next 20 years should be primarily in commercial development. This could include medium-rise commercial and office buildings over areas which currently are used for surface parking. Additional High-Medium density apartments are proposed immediately west of the commercial uses to satisfy future population needs, helping to preserve the established low density character found elsewhere in the District.

Eventually a rapid transit station could be located in the Center. In the interim, an auxiliary system might connect the Panorama City Center to Van Nuys and North Hollywood.

The Sepulveda Business District is located a short distance to the west, surrounded by concentrations of Medium density apartments and is planned to remain closely related to the Panorama City Center.

LAND USE

Housing

Standards and Criteria:

Property in residential zones permitting densities other than those designated on the Plan shall be reclassified to more appropriate zones.

Apartments in noisy locations should be soundproofed and be provided with adequate open space and usable recreation areas.

Housing development near freeways should be designed and constructed to include features to reduce noise, air pollution and visual effects of traffic on the adjacent freeways.

In addition to the underlying residential density, development within the area bounded by Rinaldi Street on the south, the Golden State Freeway on the east and the San Diego Freeway on the west, is encouraged to include hospitals, medically related facilities, community care, day care, educational institutions, or other related uses, which may be approved as appropriate through the Conditional Use and/or Variance procedure. Appropriate conditions relating to intensity, density, height, parking and compatibility with adjacent properties should also be considered.

Features:

The Plan proposes that the low density residential character of the District be preserved, and that single-family residential neighborhoods be protected from encroachment by other types of uses.

High-Medium and Medium density residential land use is shown in the vicinity of the Center. Medium density residential use is proposed around other commercial focal points and along Major and Secondary Highways where multiple-family development has already been established.

Low-Medium density residential land uses are shown in areas where single-family homes cannot be maintained either due to deterioration or incompatible land uses nearby necessitating new development.

Whenever multiple-residential density is located across the street from single-family development, it shall be "Q" Conditioned in such a manner that its design conforms to the character of the single-family neighborhood.

The Plan encourages the rehabilitation and/or rebuilding of deteriorated single-family areas for the same use, although sometimes at a higher density. Single-family housing should be made available to all persons regardless of social, economic and

ethnic backgrounds. Additional low and moderate income housing is needed in all parts of the City and is encouraged in appropriate areas throughout the District. Consideration should be given to requiring a percentage of low or moderate income housing when approving multiple zoning. This would seem especially appropriate where the zoning permits densities approaching the upper limits of each density range shown on the Plan.

The proposed residential density categories and their capacities are:

Residential Density	Dwelling Units Per Gross Acre*	Persons Per Gross Acre	Gross Acres	Percent of Resid. Land	Pop. Capacity	Percent of Pop. Capacity
Very-Low	1+ to 3	4 - 12	670	11	7,980	5
Low	3+ to 7	12 - 20	3,780	66	75,620	46
Low-Medium I	7+ to 12	20 - 32	550	9	17,760	11
Low-Medium II	12+ to 24	32 - 75	240	4	18,000	11
Medium	24+ to 40	50 - 100	420	7	42,200	26
High-Medium	40+ to 60	80 - 120	20	3	2,160	1
TOTALS			5,680	100.0	163,720	100.0

*Gross acreage includes streets.

Commerce

Standards and Criteria:

The commercial lands (not including associated parking) designated by this Plan to serve suburban residential areas are adequate in quantity to meet the needs of the projected population to the year 2005, as computed by the following standards:

- 0.6 acres per 1,000 residents for commercial uses for neighborhood or convenience type commercial areas;
- 0.2 acres per 1,000 residents for commercial uses for community shopping and business districts, including service uses and specialized commercial uses.

In general, off-street parking should be provided at a ratio of not less than three square feet for each square foot of commercial floor area for each Community, Neighborhood and Regional shopping area as specified on the Plan Map and at a ratio of not less than two square feet for each square foot of floor area for Limited and Highway Oriented commercial uses. Parking areas shall be located between commercial and residential uses where appropriate to provide a buffer and shall be separated from residential uses by means of at least a solid wall and/or landscaped setback.

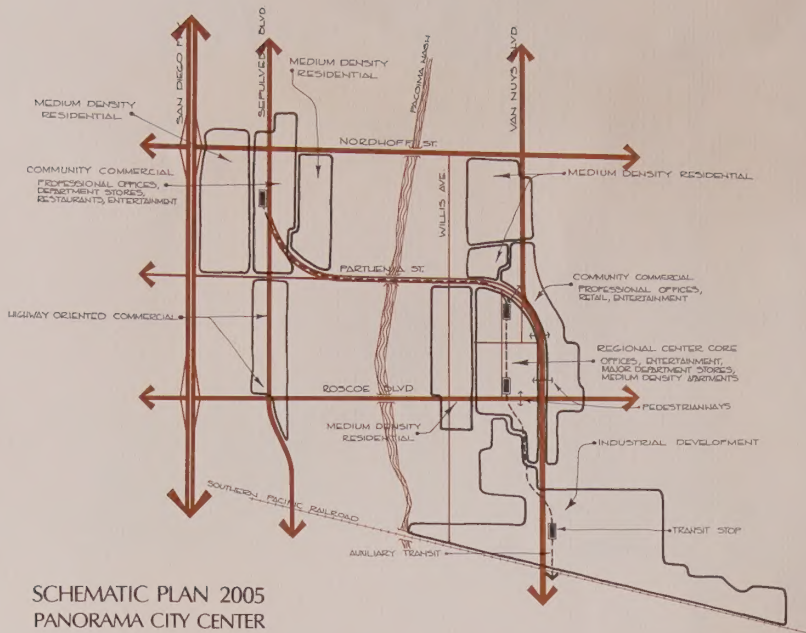
As noted under "Programs", consideration should be given to requiring geological studies for all structures exceeding two stories. Commercial structures should be limited to six stories in Community commercial areas and three stories in height in Neighborhood, Limited and Highway Oriented commercial areas to insure maximum compatibility with adjacent residential uses.

Features:

The Plan provides approximately 580 acres of commercial and related parking uses.

The commercial portion of the Panorama City Center should contain major shopping developments and a concentration of medium rise offices. A conveniently located rapid transit station may ultimately provide maximum ease in traveling to and from the Center. Open plaza areas between structures should provide space for outdoor cafes, sidewalk shops and shaded park areas. (See Schematic Plan 2005).

The Sepulveda Business District west of the Center will be closely related to it and serve as the focal point for shopping,



SCHEMATIC PLAN 2005
PANORAMA CITY CENTER

civic and social activities for that community. This business district should contain professional offices, small department stores, restaurants and entertainment facilities. Medium and Low-Medium density apartments are proposed to be located nearby.

An area in the Mission Hills Community, east of Sepulveda Boulevard, including the San Fernando Mission, Brand Park and the Andres Pico Adobe, has been adopted as a Cultural and Historical Monument Area. This area is within a portion of Mission Hills commonly known as the "Golden Triangle." The triangle is formed by the intersections of the Golden State, San Diego and Simi Valley-San Fernando Valley Freeways. This area should provide a focus of activities taking advantage of its location as well as its cultural and historical value.

The Mission and other historic and cultural areas should be preserved; the early historical theme should be promoted; and the ingredients of the early Mission re-established in the future. For example, the early Mission contained a winery, saddlery, candlemaking, blacksmith and toolmaking, weaving, etc. Such uses might be established in a commercial center located in proximity to the Mission, providing residents and tourists a better understanding of early craftsmanship. (See map titled "Possible Development-Mission Area.") Nearby office buildings, multiple-residential apartments, tourist accommodations and a community center including a regional library, are seen as appropriate. All activities close to the Mission should promote and be in keeping with the Indian and Spanish theme as well as emphasizing the birthplace of the San Fernando Valley. Due to the accessibility of the "Golden Triangle", ultimately a grouping of more intensive activities such as a sports and exhibit center with associated hotels, restaurants and entertainment activities might be properly located in other sections of this area.

A deluxe hotel and related uses surrounded by private recreation and/or open space is envisioned in the northernmost portion of the triangle. Development is proposed to be limited and

controlled by requiring Planning Commission and City Council approval of Specific Plans either through the "Q" zoning provisions, conditional use or some other precise control. In the event that a Limited commercial use proves impractical here it is intended that Very Low residential density would apply.

Commercial and parking land use is shown fronting on Sepulveda Boulevard and extending one block to the west. It is proposed that the westerly portion be used for parking. Ultimately, if future planning indicates a need, commercial intensifi-



Possible Development
Mission Area

cation would seem appropriate here. Care must be taken to adequately buffer nearby residential neighborhoods.

Transportation Facilities permitted as a matter of right in any commercial zone, shall be permitted only by Conditional Use Permit.

Industry

Standards and Criteria:

Industrial lands are located on a citywide basis without regard to the boundaries of individual communities or districts, under the general principle that such employment should be available within a reasonable commuting distance from residential locations.

Parking for general industrial lands should be provided at a ratio of one stall for each 350 square feet of gross floor areas, but not less than three stalls for each four employees on the main shift. Parking for warehouse or storage uses should be provided at a ratio of one stall for each 1,000 square feet of gross floor area, but not less than one stall for each employee on the main shift. On-street parking should be prohibited in industrial areas. Off-street parking areas shall be located at the peripheries of industrial sites to serve as buffers and shall be separated from adjacent private and public uses by at least a wall and/or landscaped setback.

Features:

The Plan designates approximately 330 acres of land for industrial uses.

CIRCULATION

Highways

Standards and Criteria:

Highways and Local Streets shown on this Plan shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions. In residential areas, local street patterns designed to discourage through traffic should be encouraged wherever practical.

Design characteristics which give street identity such as curves, changes in direction and topographical differences, should be emphasized by street trees and planted median strips and by paving. Streets, highways and freeways, when developed, should be designed and improved in harmony with adjacent development and to facilitate driver and passenger orientation.

Adequate highway improvements shall be assured prior to the approval of zoning permitting intensification of land use in order to avoid congestion and assure proper development.

Features

The Plan incorporates the Highways and Freeways Element of the Los Angeles City General Plan. Collector Streets are shown to assist traffic flow toward Major and Secondary Highways. The Simi Valley-San Fernando Valley Freeway eases the traffic load on east-west highways.

Streets and highways serving special areas or districts should receive special treatment, such as Spanish-style landscaping, street lighting, etc., in the area of the San Fernando Mission.

Public Transportation

A transit route is envisioned to connect Van Nuys and North Hollywood to Downtown Los Angeles and ultimately to Panorama City. Expanded bus service between Panorama City, Van Nuys and North Hollywood should be provided as the need develops.

A transportation system within the core of the Center should also be considered, to move people from parking structures in peripheral areas to areas of more intensive use.

The bus service in the District should be improved to provide better intravalley transportation in addition to connections to Downtown Los Angeles.

SERVICE SYSTEMS

Standards and Criteria:

The public facilities shown on this Plan are to be developed in accordance with the standards for need, site area, design and general location expressed in the Service-Systems Element of the General Plan. (See individual facility plans for specific standards.) Such development shall be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities at all times.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the provision of adequate service facilities, with reference to the standards contained in the General Plan. No increase in density shall be effected by zone change or subdivision unless it is determined that such facilities are adequate to serve the proposed development.

The Plan designates two standard types of local parks:

Neighborhood Recreational Sites—1 acre per 1,000 residents; minimum site size 5 acres; service radius 1 mile; and

Community Recreational Sites—1 acre per 1,000 residents; minimum site size 15 acres; service radius 3 miles.

At times it will be necessary for portions of public facility sites to be used for public rights-of-way and easements.

Features:

Schools—The Public Schools Element of the General Plan indicates that one High School, one Junior High School and eight Elementary Schools are adequate to serve general community needs.

The Plan proposes expanding programs for the dual use of school sites by community parks at general locations to serve surrounding neighborhoods.

Los Angeles County-owned spreading grounds, unused property on the Veterans Hospital site and unused Van Nuys Airport property should be made available for public recreation use.

Bikeways—The Plan proposes utilization of flood control, railroads and power line rights-of-way for open space purposes and/or hiking and bicycle trails.

Equestrian Trails—Equestrian Trails are proposed along the Pacoima Wash Flood Control Channel between the Sepulveda Playground and the County Spreading Grounds.

Other Public Facilities—Two libraries are proposed in addition to the branch library at Roscoe and Van Nuys Boulevards to better meet the library needs of the District: Area Library—located on the south side of Nordhoff Street west of Woodley Avenue; Regional Library—located in the vicinity of Sepulveda and Brand Boulevards.

The Plan proposes retention of the one existing Fire Station in the District. Additional stations are not proposed in the Plan area.

Water and Power Reservoir—The Water and Power Reservoir (Van Norman Lakes, just north of the District), an important facility in the City's water distribution system, also serves as a desirable open space amenity. Further study is needed with respect to the future of this facility for limited recreation or park use in its fringe while ensuring that no sacrifice will be made in water quality and service.

PROGRAMS

A. Circulation
To facilitate local traffic circulation, relieve congestion and provide mobility for all citizens, the following are required:

A. Circulation

1. Continued development of the freeway, highway and street system programs.
2. Continued planning of and improvements to the public transportation system for the District.

Expansion and improvement of needed local parks throughout the District should be accelerated, where feasible.

1. Development of recreational facilities on the Los Angeles County Spreading Grounds and unused Van Nuys Airport property.
2. Establishing a system of combined school playground facilities and Neighborhood parks.
3. Use of flood control channels and power line rights-of-way for recreational purposes.

The development of other public facilities such as fire stations, libraries and schools should be sequenced and timed to provide a balance between land use and public services at all times. New power lines should be placed underground and the program for the undergrounding of existing lines should be continued and expanded.

Citizen groups are encouraged to undertake private actions for community improvements such as:

- A. Initiation by property owners and merchants of programs to increase off-street parking facilities serving adjacent shopping areas.
- B. Promoting street tree planting programs.
- C. Sponsoring clean-up and beautification programs to improve the general environment.

A Golden Triangle Association has been established to promote the development of this particular area. A co-operative development scheme for the phasing of improvements should be prepared with the assistance of the City.

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in implementation of the Plan.

A. Townhouse Zoning: Attached single-family housing, individually owned, which would provide greater economy of land utilization and be suitable for proposed Low-Medium density residential areas.

B. Design: Requirements that all new and rebuilt public and private facilities observe improved site design standards.

C. Signs: Strengthening of billboard and other commercial sign controls.

D. Buffer Strip Zoning: Separation of incompatible uses (particularly residential from industrial and freeways) by some form of buffering, preferably of a type which could also serve for recreational, parking, or other use purposes.

E. Vertical Zoning: Provision for residential use of the upper floors of high-rise structures or other appropriate combinations of uses.

F. Highway-Oriented Commercial Zoning: Develop a new zone which would ensure off-street parking facilities and/or drive-through capabilities, for certain commercial activities on Major and Secondary Highways.

1. Height District No. 1
2. Gross acreage includes streets
3. Height limit 3 stories
4. Development in low density areas shall not preclude approval of RD2 or RD3 density on large parcels with areas of over 12,000 square feet or larger.
5. Special attention shall be given during the subdivision process to assure adequate buffering between any multiple units in close proximity of the area bounded by Terra Bella Street, Woodman Avenue, and Northford Street and those properties within this area that are restricted to single-family dwellings.
6. Density of these areas designated Low Medium II shall be limited to density no greater than that permitted in the RD2 zone.
7. Commercial uses shall be limited to CR intensity and shall exclude multiple-residential uses.
8. See Text, Land Use, Housing, Standards and Criteria
9. There shall be no hotels and motels or surrounding areas owned or controlled by the Council to limit the potential harm to neighborhood
10. South side of the and the Pacific side shall not be used for commercial uses, other access, other
11. Low Medium II in depth to Noble Avenue provided from proximity on the protect signal at Avenue.

H. Off-Street Parking: Increase required parking space to the standards specified in this Plan for commercial and industrial development.

I. Property Improvement Tax Relief: Consider revising tax laws to provide incentives to property owners to make improvements of their property.

J. Boundary Adjustments: Adjust the City boundary to include areas which would most appropriately be planned and developed as a part of the City.

- a. Investigate possible amendments to the City Building Code to provide for greater economy in building costs thereby increasing opportunities for housing developments available to low- and moderate-income families.
- b. Consider a requirement that developers of all structures greater than two stories in height furnish geological reports so as to ensure against building on earthquake fault zones. Prior to applying such a requirement citywide it is assumed that specific areas will be identified and appropriate criteria developed.

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Two distinct situations are involved:

- A. The City can initiate redesignation to zones appropriate to the Plan.
- B. Property owners, under the procedures established by the Los Angeles Municipal Code, may apply for a change of zone.

There shall be continued application of code compliance and other governmentally assisted programs to keep housing up to standards.

A. County Spreading Grounds

A study should be undertaken to assure the compatibility of both recreation and water spreading functions on the County spreading ground property.

The Mission Hills-Panorama City-Sepulveda District Plan includes the Panorama City Center. This Center, along with the other Centers in the City, is designated for analysis by Citywide Planning. This analysis will facilitate possible inclusion of this Center in a specific plan ordinance. That specific plan ordinance could address:

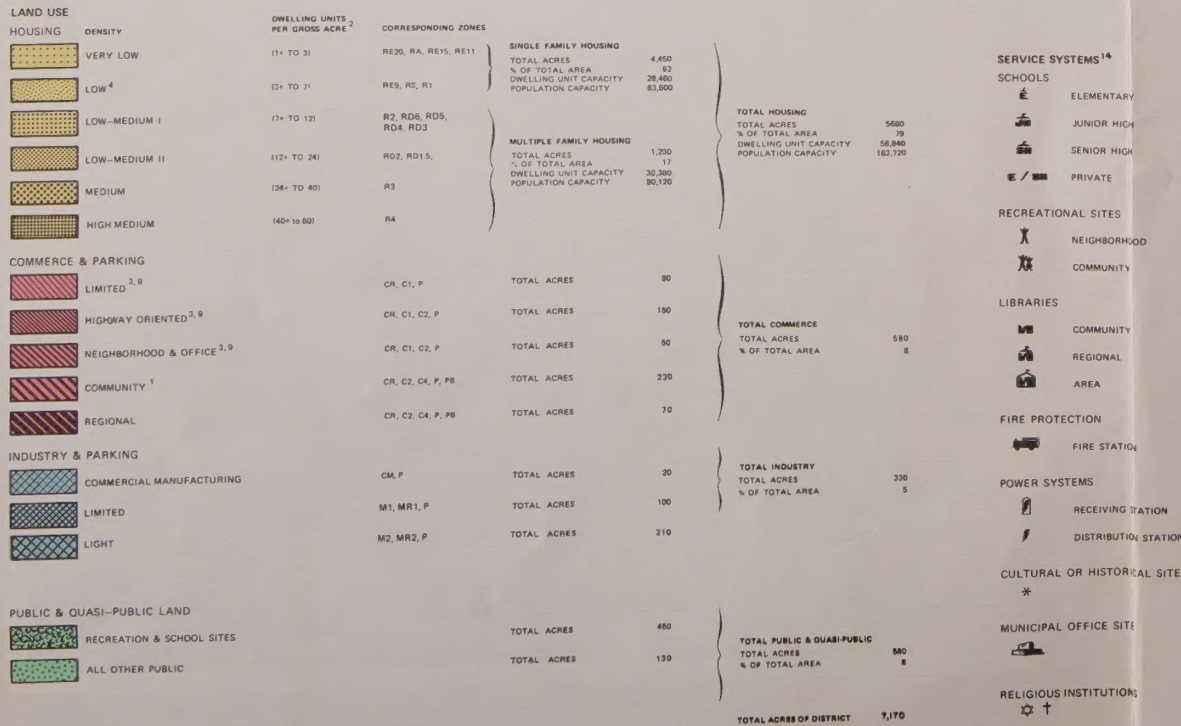
- a. The interconnection of commercial and/or residential land use, possibly above off-street parking areas.
 - b. Pedestrian walkways both at and above the natural grade connecting new developments with existing buildings.
 - c. Parking facilities, including subterranean and multi-level.
 - d. Landscaping along connecting walkways and open space areas.
 - e. Size and location of signs.
 - f. Phasing to ensure orderly development and to provide street capacity and other public facilities.
- C. The Mission Area within Golden Triangle**
- As noted for the Center, this area should also be the subject of a special study and a Specific Plan ordinance. This ordinance should include provisions for:
- a. Preservation of buildings which are culturally or historically significant.
 - b. An architectural style with which new or redeveloped structures would be expected to conform.
 - c. Pedestrian walkways, landscaping and open space areas.
 - d. Size, location and type of signs.
 - e. Off-street parking facilities.

C. The Mission Area within Golden Triangle

As noted for the Center, this area should also be the subject of a special study and a Specific Plan ordinance. This ordinance should include provisions for:

- Preservation of buildings which are culturally or historically significant.
- An architectural style with which new or redeveloped structures would be expected to conform.
- Pedestrian walkways, landscaping and open space areas.
- Size, location and type of signs.
- Off-street parking facilities.
- Phasing to ensure orderly development and to provide street capacity and other public facilities.

THIS PLAN INCLUDES ALL AMENDMENTS
AND TEXT CHANGES ADOPTED BY THE
CITY COUNCIL AS OF JANUARY 7, 1986



MISSION HILLS-PANORAMA CITY-SEPULVEDA DISTRICT PLAN

THIS PLAN CONSISTS OF THIS MAP AND THE ACCOMPANYING TEXT

